









## Intimations.





Telephone No. 185.

The publication of this issue commenced at 4.00 p.m.

The China Mail.

HONGKONG, SATURDAY, JUNE 8, 1901.

TRADE MARK.

CLARETS.

	1 doz.	2 doz.	4 doz.
Vin Ordinaire	\$4.00	\$8.00	\$16.00
St. Julien	5.00	10.00	20.00
St. Estephe	6.00	12.00	24.00
Ch. Laroze	11.00	22.00	44.00

AMERICAN.

	1 doz.	2 doz.	4 doz.
California	\$4.50	\$9.00	\$18.00
Zinfandel	5.00	10.00	20.00

BORDEAUX BOTTLED.

	1 doz.	2 doz.	4 doz.
Ch. D'Arzac	\$13.00	\$26.00	\$52.00
Margaux	15.00	30.00	60.00
Ch. Pontet Canet	24.00	48.00	96.00
Ch. Mouton Rothschild	28.00	56.00	112.00
St. Leon, Tonic	18.00	36.00	72.00

H. PRICE &amp; CO.,

12, Queen's Road.

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MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per Java not cleared at 4 p.m. subject to rent.

MEMOS. FOR MONDAY.

Auctions.

2.30 p.m.—Auction of Sundry Office Furniture, at No. 17, Des Vaux Road.

Miscellaneous.

Goods per Hong Kong cleared at 10 a.m. date subject to rent.

General Memoranda.

TUESDAY, June 11—

2.30 p.m.—Auction of Household Furniture, by Mr. Geo. P. Lamert.

4.30 p.m.—Meeting of Worshipers at the Peak Church in St. Paul's College.

Goods per Kanagawa Maru not cleared after this date subject to rent.

WEDNESDAY, June 12—

Goods per Sydney unclaimed before Noon, subject to rent.

Good per Onawa not cleared at 4 p.m. subject to rent.

Optim Quotations.

HONGKONG, June 8, 1901.

Old Patna, cash	980
New Patna, cash	975
Old Benares, cash	960
New Benares, cash	955
Old Malwa, credit	820/40
Allowance, Teals	0/12 1/2
Old Year	850/800
Allowance, Teals	0/12 1/2
Old Malwa, credit	870/850
Allowance, Teals	0/12 1/2
Parasani, Oily, cash	—
Allowance, Teals	—
Persian, Paper tied long	810/820
Allowance, Teals	—

Kang Yu Wei was right when he put his finger on the educational system of China as its abiding weakness, and the natural outcome of education on these lines is hatred to all that is not Chinese. It was easy to criticise his plans for the reform of education, examinations, &amp;c., as Utopian and too drastic, but we are still waiting for the man to arise who will give us a medium programme. It may yet be found that Kang's schemes are best suited for the desperate state of the country. The fact remains that the students and literary men are prepared for a change in the subjects of the examinations, and, consequently, in the curriculum of the schools. The Canton press, which cannot be called particularly advanced, has frequently of late ridiculed the present style of examinations as antiquated and unsuitable for present requirements. No better proof than this can be found, for those papers make a special point of reflecting rather than educating the minds of their readers. Last year, the usual examinations in Canton were suspended, and the feeling among literary men seemed to be doubtful as to whether or no they would be held this year. The report that a high mandarin had been appointed from Hankow to conduct the second degree examinations has not yet reassured the minds of those concerned. This uncertainty partly accounts for the absence of many men from the first degree examination now in progress, but not entirely. The feeling is abroad, rightly or wrongly, that great changes in the examinations are impending, and so it was not worth while to endure the hard work of these literary trials for nothing. In many cases, this change in the minds of literary men is a real change, but perhaps in the great majority they looked upon this change as something that had to be—kind of fate. If this most favourable opportunity for setting the general educational question on a proper basis is missed, years may pass before it comes round again. That the change has not already come is a surprise to many, and signs are not wanting that a reaction is setting in in the opposite direction. The ever desire to learn English, that was so manifest last year, has cooled down. There is a decrease in the number studying English in Canton this year. Some who were studying English last year have given it up, and returned to Chinese studies. The literary classes of China, with their pride and ignorance, often shun the study of the

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THE HONGKONG DISPENSARY.

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The China Mail.

HONGKONG, SATURDAY, JUNE 8, 1901.

It is a significant fact, as our Canton correspondent pointed out on Thursday, that this year there is a very marked decrease in the number of candidates who have presented themselves for the Canton civil and military examinations, which are practically the same as our own Civil Service Examinations. This result arises from a variety of causes. Some of these rest on mere foundations, but it is to be feared that the literary men have laid too great stress on the exigencies that transpired last year. Then it was the general conviction of all, foreigner and Chinese alike, that China had really broken with the past, and within a short time great and far-reaching reforms would be accomplished in the land. It is perhaps not too late yet to hope that something is going to be done in this direction, but one cannot avoid doubt and suspicion as to the realization of the fond dream of twelve months ago. Now the growing conviction seems to be that with the exception of a few more or less important fiscal reforms and the granting of increased facilities for trade, China will be very much where she was before the troubles of last year arose. It is a poor and unsatisfactory reply to be told that several anti-foreign mandarins have been beleaguered for their share in the massacres and outrages that will make the year 1900 one of the most memorable in Chinese history. Whatever consolation comes from that thought is very much modified when it is remembered that Prince Tuan and General T'ung Fuh-hsing, the leaders in the movement to exterminate foreigners, are still alive, and, owing to the jealousy among the Allies, likely to escape the hand of justice. They cannot but feel that with the departure of the foreign troops from the capital they are taking, as it were, a fresh lease of life. How will the Chinese interpret the fact that the Emperor and his Court refused to return to Peking till the foreign troops took their departure? Will the magnanimity of the Allies in following up the fugitive Emperor to his temporary capital be so understood and remembered with gratitude by the Chinese? But after all it is not so much the failure of justice to overtake the notables named above that is cause of deepest regret to all the well-wishers of China. It is not rather that the system of which these men are the representatives, and which has been the fruitful source of innumerable troubles in the past, prevails in high places. The head and front of the offending in China has ever been the literary class. Conservatism and hatred of foreigners and all progress has its source and strength there, and unless it can be well scotched now it is only a question of time when it will assert itself again with consequences that may equal those of last year, if they do not exceed them.

Editorial Comment.

We understand that a meeting of Government servants was held yesterday (the 7th inst.) to discuss the proposal of the Colonial Office to pay official salaries in sterling. As little was known regarding the proposed change, after some discussion a small committee was appointed to focus official opinion on the subject, and, if deemed advisable, to draw up a scheme for consideration at a future meeting. What the officials are afraid of is that the proposal, if accepted, may reduce their aggregate emoluments. For, as a matter of course, the salary recorded opposite each official's name does not represent the whole of the money that official draws from the Colonial purse. At present, every official who can by any manner of means prove to the satisfaction of somebody—not the public of Hongkong—that he has a domicile in a gold-using country receives a proportion of his salary—a half, if we are not mistaken—on the basis of three shillings sterling. This concession was granted when the silver dollar fell in value, and the idea is that should the dollar readjust itself to a value of 3/- or 4/- the official salaries will automatically return to the original standard. As the dollar has remained in the neighborhood of 2/- for a longer period than could have been anticipated, the proposal now is to abolish the exchange compensation, and readjust the salaries on a gold basis. We must say we favour a fixed arrangement, and doubtless a sterling salary would be fairest to the gold-country domiciled Government servant, although we are not so certain that, in the event of the dollar depreciating, they would not soon be up in arms at the relative inferiority of their salaries when compared with the silver-paid mercantile employee. It seems to us that a good arrangement could be based on the desirability of having fixity of arrangement. Let it be settled once for all, as far as can be, that salaries are to be paid in gold or silver. Whichever metal is decided upon, it should not be a difficult thing to readjust salaries on a fair basis, and to abolish some of the anomalies attaching to the present arrangement. Just now, for instance, a Hongkong Government servant, who is entitled to two months' leave per year of service, owing to the low rate of the silver dollar, draws his full salary for four months while on leave at about double the rate he receives in Hongkong, and for the remainder of his holiday—and it is well merited in some cases—he draws half-pay at a rate slightly better than he enjoys while actually at work in Hongkong. To put it shortly—it pays a Hongkong Government servant to be on holiday. That no unfair inferences should be drawn, we would point out that the fact that so many Government servants are on leave at the present time is not due to the monetary advantages enjoyed by them. It is a mere coincidence that nearly all the Heads of Departments are absent; but it must add to the enjoyment of one's holiday to know that one is better off monetarily on leave than in sweltering through a Hongkong summer at one's official post in a plague year. The service certainly has its compensations—this not the least acceptable of them. We have not heard that the Unofficial Members of the Legislative Council have been consulted on the subject. If the Government servants are satisfied that the proposed change will be advantageous to them, the Council must deal with it in due course. We have not the least doubt that whatever the Government servants will be considered sympathetically by the Unofficial Members and the general public (though, of course, it does not matter a rush what they think), for no one would wish to take the Service at a disadvantage or to keep the Government servants to an agreement that operates against them. If the anomalies we have pointed out can be avoided by placing salaries on a gold basis, we presume the sterling value of his salary obtaining when each official was engaged will be taken as the minimum of his adjusted remuneration; allowance being made, where necessary, for the altered cost of living. That would be fair to the public and to the Service. It is unfortunate that the public, though they have to provide the money to pay the salaries, can take only an academic interest in the subject. Had it been otherwise, there might have been some instructive debates in the Legislative Council, but even that excitement is denied the Hongkong public. The chief regret will be that unofficial incomes are not so easily adjusted as official ones to the requirements of life.

of the West, but the present position of that class as 'sheep without a shepherd' is calculated to cause feelings of deepest sympathy. Thousands, yes tens of thousands, of them are standing at the parting of the ways prepared, if they can find a leader, to go forward to the study of the new learning. Is this door of progress to remain barred, and are all these men to drift back to the narrowing, repressing and one-sided influence of the Chinese Classics?

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## Intimations.

**榮 CHEE WING & Co., 致**  
28 & 29, LEE YUEN STREET (WEST),  
HONGKONG.

HONGKONG.

**All Sorts of COPPER, BRASS, STEEL.**  
**IRON WARE, &c.,**  
Suitable for  
**SHIP, ENGINEERS AND HOUSE BUILDERS.**  
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**JUST OPENED.**  
A FINE CONSIGNMENT OF FRENCH PRESERVES of a well-known Make. Quality will speak for itself.  
**H. RUTTONLEE**  
5, D'Aguiar Street,  
22 and 23, Elgin Road, Kowloon.  
Hongkong, April 16, 1901. 151

**MINERAL  
ASSAYS & ANALYSES**

**THE YANGTSE VALLEY SYNDICATE, LD.**  
Having its own well-equipped Laboratory, is prepared, in order to assist in the

Mineral Development of China, to do Assays, work of all descriptions, Quantitative Analyses, and to classify minerals for Mine owners and others.

Mines as well as Minerals of Economic value purchased and consultations arranged by appointment.

Terms moderate.

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Cable Address,  
YANGKESSE, Shanghai.

13th August, 1900. 172

## QUOTATIONS.

## Intimations.

# 11 WAYS COMPANY, LIMITED.

## TIME TABLE.

### WEEK DAYS.

7.30 a.m.	to 8.00 a.m.	Every 10 minutes
8.00 a.m.	to 8.30 a.m.	Every 15 minutes
8.30 a.m.	to 9.00 a.m.	Every 10 minutes
9.00 a.m.	to 11.00 a.m.	Every 15 minutes
11.30 a.m.	to 12.45 p.m.	Every 15 minutes
12.45 p.m.	to 1.15 p.m.	Every 10 minutes
1.15 p.m.	to 1.45 p.m.	Every 15 minutes
1.45 p.m.	to 2.15 p.m.	Every 10 minutes
2.15 p.m.	to 3.00 p.m.	Every 15 minutes
3.30 p.m.	to 5.30 p.m.	Every 15 minutes
5.30 p.m.	to 8.00 p.m.	Every 10 minutes

### NIGHT CARS.

p.m., every half hour.

**SUNDAYS.**

8.00 a.m. to 8.30 a.m., Every 15 minutes  
8.30 a.m. to 9.30 a.m., Every 30 minutes  
9.30 a.m. to 10.30 a.m., Every 15 minutes  
10.30 a.m. to 11.30 a.m., Every 10 minutes  
12.00 Noon to 1.00 p.m., Every 10 minutes  
1.00 p.m. to 5.0 p.m., Every 15 minutes  
5.00 p.m. to 6.00 p.m., Every 10 minutes  
6.00 p.m. to 7.00 p.m., Every 15 minutes  
7.00 p.m. to 8.00 p.m., Every 10 minutes

**NIGHT CARS**—Every week days.

**SATURDAYS.**

\* Extra cars at 11.30 and 11.45 p.m.

**SPECIAL CARS** by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

**JOHN D. HUMPHREYS & SON,**  
*General Managers.*

**KANG ON,**  
CONTRACTOR,  
30, D'AGUIAR STREET. HONGKONG.

**C**ONTRACTS for Local and Coast Po  
BUILDINGS of all descriptions, Sup  
plying TIMBER, BRICKS, GRANITE, and  
BUILDING MATERIALS at very MODERATE  
PRICES, and undertakes the management

**CARPENTERS, SMITHS and MAFORS.**

**EAST PRAYA RECLAMATION  
SCHEME.**

AS PROPOSED TO THE HONGKONG  
GOVERNMENT AND THE MARINE  
LOT-HOLDERS BY THE HON.  
P. CHATER.

*The Full Details Printed in Pamphlet Form*

NOW READY.

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Copies may be had at 'CHINA MAIL' Office.  
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**HISTORY OF THE CHURCHES.**  
INDIA, BURMA, Siam, THE MALAY  
PENINSULA, CAMBODIA, ANAM, THIBET,  
COREA AND JAPAN,  
Entrusted to the SOCIETY of the  
"MISSION STRANGERS."  
(Translated by EDWARD HARPER PARK  
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Reprinted from 'THE CHINA REVIEW'.  
PRICE ONE DOLLAR.

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NEITHER the Captain the Agents, or Owners, will be Responsible for a Debt contracted by the Officers or Crew the following Period, during the stay Hongkong Harbour:—

MANCHESTER OF VESSEL, Ground Tug  
Capt. Birtwell—E. A. T. Co., Ltd.

of	Value.	End	Closing
is,		up.	Quotations
			Last.
30	12s	all	382 1/2 prem. = \$603 1/2 London, £61/10
75	8	4	£10.0
30	1 3/4	1	£5.5
10	10	8	327 buyers
35	10	8	327 buyers
0	1 1/2	1	£15 sellers

9	250	\$ 50	\$180, sellers
00	83.33	\$ 25	\$60, sellers
0	100	2 25	Fla; 180
0	100	\$ 20	com.
0	250	\$ 50	\$340, sales and buyers
0	100	\$ 60	\$125, sellers
00	191	\$ 20	\$87, sellers
0	251	\$ 50	\$255, sellers
0	70	all	\$327,
0	21	\$ 25	\$55, sellers
0	5	\$ 01	\$ 24, buyers
0	50	\$ 50	\$500, buyers

00	50	30	\$522, sales
01	50	al	\$531, buyers
02	50	15	\$341, buyers
03	10	al	\$135
04	2	1	\$12
05	2	1	\$12
06	10	7	\$17
07	10	10	\$22, buyers & 22, buyers
08	1	1	\$2.15
09	100	al	\$137
10	100	al	\$33, sellers
11	50	al	\$105
12	100	al	

00 0	100	\$	100	\$200, sellers
00 0	0	\$	50	\$30, buyers
000 0	10	all	\$130	all sellers
000 0	50	\$	50	\$55, sellers
00 0	10	all	\$225	all buyers
00 0	0	all	\$5 20	sellers
00 0	0	all	\$73	sellers
00 0	0	all	\$1 25	
00 Feb 23	0	all	\$325	

00	25	cont.	25	ct.	6	cont.	sellers
00	2		16		8	9	sellers
00	3		7		8	13	sellers
00	3		6	4	8	17	sellers
00	3		5				\$128
00	3		5	50			\$80. sellers
00	3		10				\$16. sellers
00	3		10		10		\$10. sales and sellers
00	3		1				\$130. buyers
00	3		1	6	10		\$124. buyers
00	3		10	8	2		\$67. buyers

000	\$	1	\$	1	\$19. buyers
000	\$	50	\$	50	
000	\$		\$15	\$1.10	
000	\$	10	\$	10	\$1. sellers
000	\$	5	\$	10	\$20.
000	\$	5	\$	5	\$50.
000	\$	10	\$	7	\$71. buyers
000	\$	75	\$	71	\$71. buyers
000	\$		\$11	\$165. buyers	
000	\$	5	\$		\$165.
000	\$	100	\$	10	\$71.
000	\$	10	\$10	\$10	\$70.

	Tls. 10	Tls.19	Tls. 40
00	Tls. 10	Tls.19	Tls. 55
01	Tls. 500	Tls.500	Tls. 325
00	5	2-3	10-30 buyers
000	5	20-5	15-553 sellers
000	5	30-5	20-310 buyers
000	5	50-5	50-550 buyers
000	5	50-5	50

[illegible]







## Shipping.

## U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY, AND  
OCCIDENTAL & ORIENTAL STEAMSHIP CO.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.THE OVERLAND RAILWAYS  
AND ATLANTIC AND OTHER CONNECTING STEAMERS  
VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

PERU	TUESDAY, 18th June, at Noon.
OPTIC	THURSDAY, 27th June, at Noon.
CITY OF PEKING	SATURDAY, 13th July, at Noon.
HALE	TUESDAY, 23rd July, at Noon.
CHINA	TUESDAY, 31st July, at Noon.
DOMO	THURSDAY, 15th Aug., at Noon.

THE P. M. Company's Steamship PERU will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and Call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the United States of America by the Pacific Mail Steamship Company.

Passengers holding tickets to KURE, or to the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes may be had on application.

Special Rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials posted to Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

**Return Passage.**—Passengers who do not hold round-trip tickets but who have paid full first-class fare from Hong Kong to San Francisco or Honolulu, and who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at San Francisco or Honolulu for return voyage, may have a reduction of ten per cent from the full first-class fare for the return voyage.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at San Francisco or Honolulu for return voyage, may have a reduction of ten per cent from the full first-class fare for the return voyage.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (cash shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building, Hongkong, June 8, 1901.

GEO. BUCKLEY, Acting Agent. 390

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

## FOR HAVRE, BREMEN AND HAMBURG.

## CALLING AT SINGAPORE AND COLOMBO.

S.S. Wittenberg,	12th June,	Freight.
Capt. HENRIET,		
S.S. Nürnberg,	25th June,	F. & P.
Capt. MAYER,		
S.S. Sambia,	25th July,	Freight.
Capt. SCHMIDT,		

For further particulars, apply to  
**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE,  
Queen's Buildings, No. 1. 784

IMPERIAL GERMAN MAIL LINE  
NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.STEAM FOR SINGAPORE, PANGLOSS, COLOMBO, ADEN, SUEZ, PORT SAID,  
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT SOUTHAMPTON FOR LAND PASSENGERS AND LOGGERS.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

Steamers.	Sailing Dates.
HAMBURG (HAMBURG-AMERIKA LINIE)	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KLAUSCHOU (HAMBURG-AMERIKA LINIE)	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
BRUNNEN	WEDNESDAY, 2nd October.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KLAUSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship  
HAMBURG, of the HAMBURG-AMERIKA LINIE, Captain P. Macis, with MAILS,  
PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at  
NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Tuesday, the 11th June, Cargo  
and Specie will be received on board until 3 p.m. on Wednesday, the 13th June, and  
Parcel will be received at the Agency Office until Noon on Wednesday, the 13th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than  
\$2.50 and Parcels should not exceed Two Feet Cube in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
Linen can be washed on board.

Norddeutscher Lloyd.

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Meichers & Co., Agents.CHINA NAVIGATION CO.,  
LIMITED.

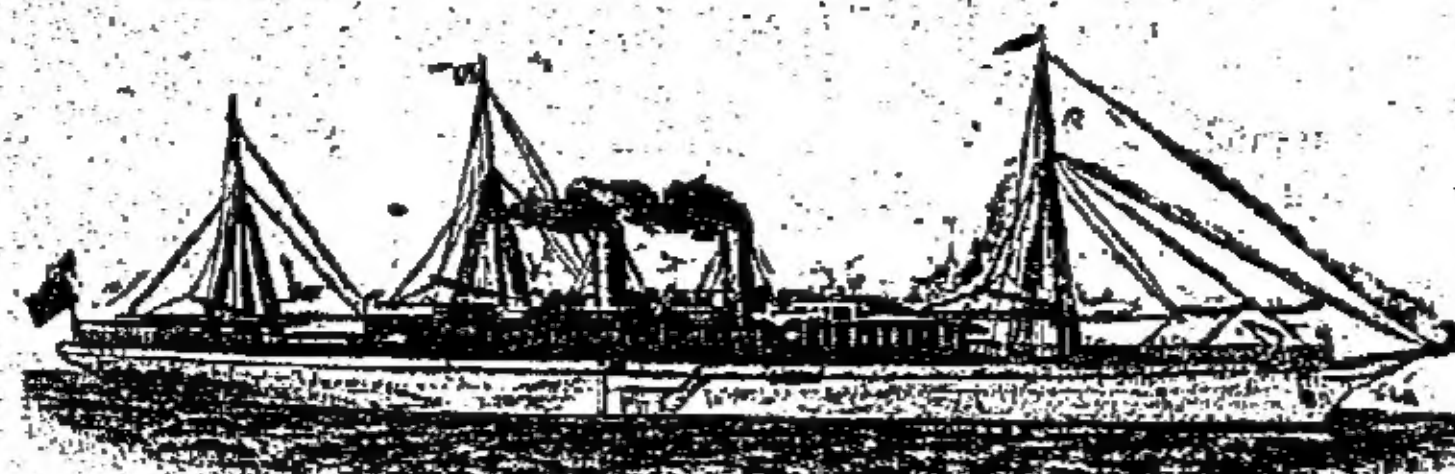
Port	Steamer	To Sail
SHANGHAI	WONGKONG	10th June.
MANILA	CHONGKONG	10th June.
PORT DARWIN, THURSDAY, 14th June.		
LAND COOK (COOK TOWN), THURSDAY, 14th June.		
VILLE BRISPAK, SYDNEY, THURSDAY, 14th June.		
LAUNCESTON & MELBOURNE		

The attention of Passengers is directed to the fact that the Principal Agent in  
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY  
Company, is the Agency of the Company, and that the Company's Office is at the  
Queen's Buildings, No. 1, Queen's Street, Hongkong.

For further Particulars, apply to  
**BUTTERFIELD & SWIRE**  
AGENTS.

Hongkong, June 8, 1901.

## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

## SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF INDIA	Comdr. O. P. MARRIAGE, R.N.R. WEDNESDAY, 26th June/1901
EMPEROR OF JAPAN	Comdr. H. P. YVES, R.N.R. WEDNESDAY, 17th July/1901
EMPEROR OF CHINA	Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 7th Aug./1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO  
VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the  
trans-Pacific journey, and make connection at Vancouver with the PALATIAL  
IMPERIAL, LIMITED, TRAINS of the CANADIAN PACIFIC RAILWAY, which  
leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC  
WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal,  
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which pass  
sengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rate. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL  
STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS  
TRANS-CONTINENTAL TRAINS (the Company having received the highest award  
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT  
MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and  
operated by the Company, and their appointments and Cuisine are unexcelled.

## Special Extra Service.

The Company's Extra Steamship "ATHENIAN" and "TARTAR" have now been  
placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as  
additional sailings, leaving Hongkong as follows:—

"ATHENIAN" 3,882 Tons. Comdr. H. Mowatt. WEDNESDAY, June 12, Noon.  
"TARTAR" 4,425 Tons. Comdr. G. D. Howie, R.N.R. About WEDNESDAY, July 10.

(Calling at MOBI, KOBE and YOKOHAMA.)  
Taking Cargo and Passengers for all ports in CANADA and UNITED STATES.  
In addition to their excellent Saloon Passenger accommodation, these steamers are  
especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make  
the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage,  
apply to

D. E. BROWN, General Agent,  
FEDDER STREET. 1112

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

## FOR VICTORIA, B.C., AND TACOMA

## IN CONNECTION WITH

## Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.
Duke of Fife	3821	J. S. Cox	June 28
Olympia	2837	J. T. F. T. T. T.	July 10

THE attention of passengers is directed to the very cheap rates offered by this Line  
to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the  
UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table, Doctor and STEWARDESSE carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL  
LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-  
continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains  
day and night TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky  
and Cascade Mountains. The 31st November National Park route.

## HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA,  
TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.  
Special rates allowed to members of Government Services.  
For further information as to Passage or Freight, apply to

Dodwell &amp; Co., Limited, General Agents.

Hongkong, June 7, 1901. 422

## OCEAN STEAMSHIP COMPANY

## OUTWARDS.

FROM KRAMERS DUE

GLASGOW AND LIVERPOOL.....GLASGOW.....11th June.

GLASGOW AND LIVERPOOL.....ALGOS.....14th June.

## HOMEWARDS.

FOR STEAMERS TO SAIL

LONDON.....DARDANUS.....11th June.

LIVERPOOL Direct.....RHENUS.....13th June.

(Taking Cargo at London Rates).....RHENUS.....13th June.

LONDON.....MACHON.....25th June.

LONDON.....PROMETHEUS.....29th July.

For Freight, apply to

BUTTERFIELD & SWIRE  
AGENTS, O. S. S. Co.

## NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
KAGA MARU, J. W. ENSTLAND,	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, KOBE, and YOKOHAMA.	MONDAY, 10th June, at 4 p.m.
SHINANO MARU, G. E. P. COOK,	YOKOHAMA, MANILA, BANGOR, and BANGOR, via SINGAPORE, COLOMBO and PORT SAID.	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU, K. KONI,	MOBI, KOBE, and YOKOHAMA.	TUESDAY, 18th June, at Noon.
KANATA MARU, K. KONI,	NAGASAKI, KOBE, and YOKOHAMA.	FRIDAY, 21st June, at Noon.
MIKE MARU, N. YOKI,	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 21st June, at Noon.
SADO MARU, W. THOMPSON,	KOBE, and YOKOHAMA.	FRIDAY, 21st June, at Daylight.
HONKETA MARU, N. TATE,	SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, and HONOLULU.	FRIDAY, 28th June, at 4 p.m.
HIYACHI MARU, G. AMESON,	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PORT SAID, COLOMBO and PORT SAID.	FRIDAY, 28th June, at Daylight.

Through Passage Tickets and Bills of Lading issued for the Principal Cities in  
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY  
Company, are granted to Missionaries, members of the Naval and Military Services, and to  
Consular and Diplomatic officials of the Governments of China and Japan.

For further information as to Passage and Freight, apply to the Company's  
Office, Queen's Buildings, No. 1, Queen's Street, Hongkong.

A. S. Mihara, Manager.

Hongkong, June 8, 1901.

## HONGKONG MARKET PRICES.

Corrected to Friday, June 7, 1901.

At 1,000 Cash per Dollar Mexican.

Price Highest Lowest Cash Cash CHINESE NAMES.

## Butcher Meat.

Beef sirloin & prime cut	150	—
" Corned	140	—
" Roast	160	—
" Soup	120	—
" Steak	160	—
" Sausages	160	140
Bullock's Brains	per set	80
" Tongue fresh	each	500
" " corned	550	—
" Head	600	—
" Heart	lb. 90	80
" Hump, Salt	130	—
" Feet	each	70 60
" Kidneys	70	—
" Tail	160	—
" Liver	lb. 120	—
" Tripe (undressed)	70	60
Calves' Head and Feet	set	700
Mutton Chop	300	—
" Leg	300	—
" Shoulder	240	—
Pigs' Chilling	70	50
" Feet	110	90
" Fry	100	80
" Head	100	80
" Heart	each	70 60
" Kidneys	pair	120 100
" Liver	lb. 200	—
Pork Chop	170	150
" Corned	170	150
" Leg	180	160
" Fat or Lard	180	160
Sheeps' Head and Feet	set	500 450
" Heart	each	60 50
" Kidneys	lb. 100	90
" Liver	lb. 240	—
Sucking Pigs, To Order	catty	300 300
Suet, Beef	lb. 160	—
" Mutton	240	—
Veal	160	140
" Sausages	250	150

## 肉食

尾扒扒	150	—
鹹牛肉	140	—
燒牛肉	160	—
湯肉	120	—
牛肉肥	160	—
牛腩	160	140
牛腩	per set	80
牛腩	each	500
牛腩	550	—
牛頭	600	—
牛心	lb. 90	80
牛肩	130	—
牛脚	each	70 60
牛腰	70	—
牛尾	160	—
牛肝	lb. 120	—
牛肚	70	60
牛仔頭脚	set	700
羊腩骨	300	—
羊腩	300	—
羊手	240	—
豬蹄	70	50
豬脚	110	90
豬雜	100	80
豬頭	100	80
豬心	each	70 60
豬腰	pair	120 100
豬肝	lb. 200	—
豬牌骨	170	150
鹹豬肉	170	150
豬比	180	160
豬油	180	160
羊頭脚	set	500 450
羊心	each	60 50
羊腰	lb. 100	90
羊肝	lb. 240	—
豬仔	catty	300 300
生牛油	lb. 160	—
生羊油	240	—
生牛肉	160	140
牛仔肉	250	150

## Poultry.

Chicken	catty	300	—
Capons, Large, Small	200	340	—
Ducks	270	—	—
Doves	each	160	—
Eggs, Hen	per 100	\$1.30	—
Fowls, Canton	catty	280	—
" Hainan	340	—	—
Geese	250	—	—
Geese, Wild Sh'ei	pair	5	—
Musk Deer	each	5	—
Hare	each	—	—
Pigeons, Canton	220	—	—
" Hoilow	220	—	—
Quail	each	200	—
Rice Birds	dozen	—	—
Snope	each	—	—
Turkeys, Cock	catty	750	—
" Hen	500	—	—
Wild Ducks	pair	8	—
Teal	each	—	—

## 生口

雞仔	300	—
鴨	270	—
斑鳩	160	—
雞蛋	per 100	\$1.30
海狗	340	—
上海野鴨	250	—
黃鵪	pair	5
免仔	each	5
白鴿	220	—
海口白鴿	220	—
鴿	each	200
禾花雀	dozen	—
沙雞	each	—
火雞公	catty	750
火雞母	500	—
上海水鴨	pair	8
水鴨仔	each	—

## Fish.

Barbel, ... ..	catty	400	—
Bream, ... ..	"	130	—
Canton Fresh Water Fish, catty		130	—
Carp, ... ..	"	150	—
Catfish, ... ..	"	70	—
Codfish, ... ..	"	220	—
Crabs, ... ..	"	20	—
Cuttle Fish, ... ..	"	120	—
Dab, ... ..	"	110	100
Dace, ... ..	"	140	—
Dog Fish ... ..	"	80	—
Eels, Congor, ... ..	"	140	—
" Fresh water, ... ..	"	240	—
Eels, Yellow, ... ..	"	160	—
Fresh Fish, Large, ... ..	"	120	—
Frogs, ... ..	"	280	—
Garoupa, ... ..	"	140	—
Gudgeon, ... ..	"	110	—
Herrings, ... ..	"	140	—
Halibut, ... ..	"	160	—
Labrus, ... ..	"	100	140
Loach, ... ..	"	240	—
Lobsters, ... ..	"	180	—
Mac cro, ... ..	"	200	—
Mock Fish, ... ..	"	200	—
Mullet, ... ..	"	130	—
Oysters, ... ..	"	220	—
Parrotfish, ... ..	"	140	—
Perch, ... ..	"	120	—
Pike, ... ..	"	100	—
Tilapia, ... ..	"	150	—



